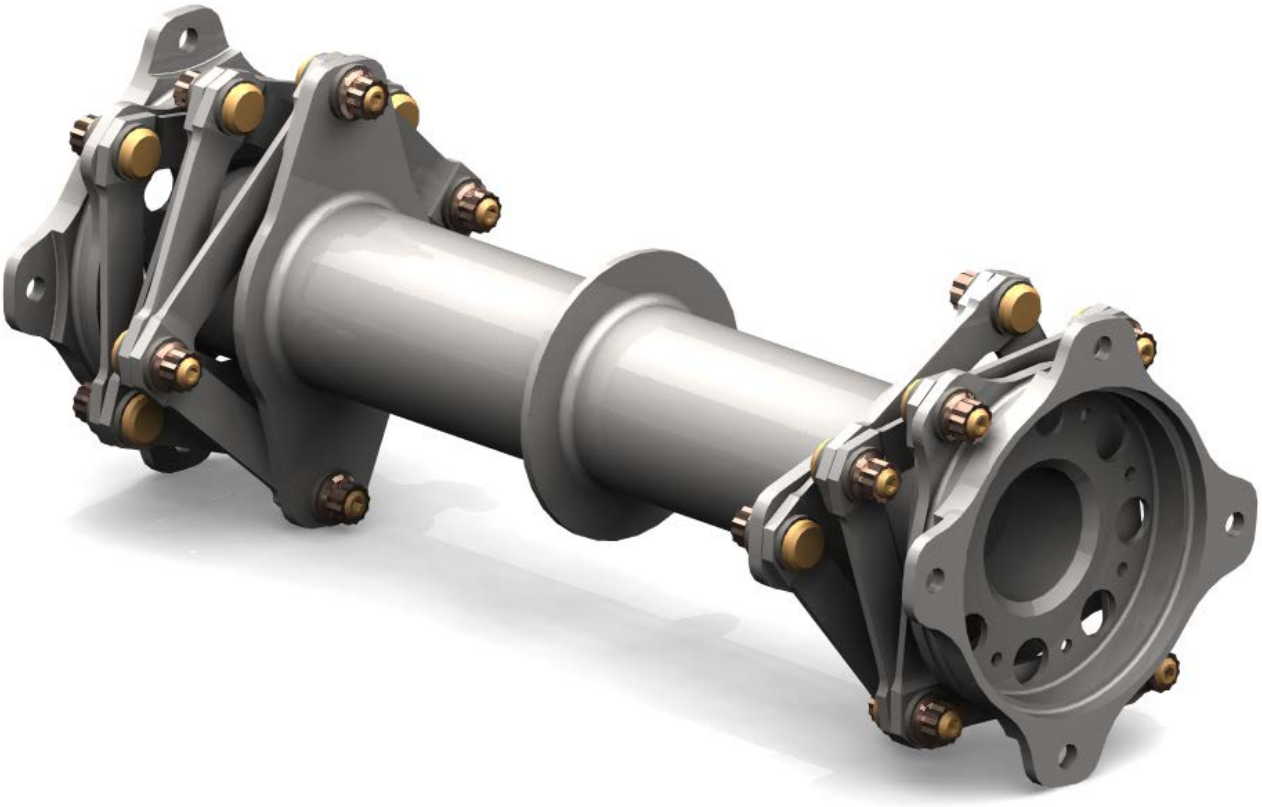
KAMATICSRWG
Engineered Performance

Service Instruction Number SIN2348 Revision K

Installation, Maintenance, and Repair of the KAflex® Driveshaft for the Bell 206A and 206B Helicopter.



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KAMATICS CORPORATION SERVICE INSTRUCTION NUMBER 2348

This Service Instruction consists of the following sections:

1. KAflex® Driveshaft Retrofit
2. KAflex Driveshaft Removal and Installation
3. KAflex Driveshaft Inspection
4. KAflex Driveshaft Maintenance
5. KAflex Driveshaft Repair
6. Supplemental Type Certificate
7. SKCP2782 Installation Drawing
8. Weight and Balance

The KAflex® Driveshaft Installation Kit in accordance with drawing SKCP2782 contains the following parts (please check parts before continuing):

1. KAflex Driveshaft P/N SKCP2348-101
2. Firewall Cover kit P/N SKCP1322-3
3. 12 MS20613-3C Universal Head CRES Rivets- 6 required
   (Included in SKCP1322-3 Firewall Cover)
4. 2 MS20427M3 Flush Monel Rivet – 1 required
   (Included in SKCP1322-3 Firewall Cover)
5. Certificate of Compliance
6. Kamatics Corporation Service Instruction Number 2348
7. Historical Service Record (in back pocket of Service Instruction)

The following tools will be required to complete Section 1 of this Service Instruction:

1. 3/32” or .093” drill bit
2. Electric or air drill motor
3. Rivet gun with 3/32” set
4. 0-100 in-lb torque wrench
5. Workaid, KAflex Frame Compressor P/N SKSP1321, SKSP1375 OR SKSP1404
6. Machine shop facilities if aircraft is equipped with a BHTI P/N 206-030-539-101 or -005 Lord (Barry) Transmission Isolation Mount.

LOG OF REVISIONS TO KAMATICS CORPORATION

SERVICE INSTRUCTION NUMBER 2348

Revision	Reason	Prepared By
Basic	Preparation of basic manual	J. Miller
A	Added changes for Lord (Barry) Mount Modification.	J. Miller
B	Remove requirement for annual removal/inspection.	J. Miller
C	Change inspection intervals to agree with those of other nearby drivetrain components, added alternate work aid, correct callout for number of fasteners.	J. Miller
D	Changed firewall cover to have pre-drilled holes. Improved Instructions in general. Changed driveshaft dash number to -101. Added weight and balance section.	J. Parekh
E	Increased inspection interval from 4500 hours to 6000 hours.	J. Parekh
F	Added inertia kit SKCP3244 to be installed with riveted TRDS	J. Parekh
G	Added more caution and warning notes to emphasize daily, 100 hours and 1500 hour inspection and record in historical data card.	J. Parekh
H	Included .370” max. installation compression limit (install tool). Added Inspection Criteria for Compressor Stall/Surge and Pylon Whirl. Installation Drawing SKCP2782 now at Revision “F” (added corrosion protection coating note). Updated workaid illustrations	J. Parekh
J	Revised to account for possible change in OEM hardware due to EASA SIB No: 2012-06R2.	A. Zink
K	Additional revisions related to EASA SIB No: 2012-06R2. Kamatics-supplied MS21042 nuts removed from locations connecting the Kaflex driveshaft to the helicopter.	A. Zink

LOG OF REVISIONS TO KAMATICS CORPORATION

SERVICE INSTRUCTION NUMBER 2348

Revision Letter	Revision Date	Affected Pages			DER Approval		Kamatics Approval
		Section 1	Section 5	Sections 2,3,4,8	Section 1	Section 5	
Basic	10/05/1990						
A	12/12/1991	1,9 & ff	19 & ff	14 & ff			
B	03/09/1994			13	N/A	N/A	
C	03/20/1996	1,9,10		14-20		N/A	
D	11/26/1997	1-5,7-10,12,13	20,21,22	14-19			
E	09/15/1999	1,2,4,5,11	21,22	17-20			
F	05/02/2001	1-4,9-11		15,30		N/A	
G	02/21/2005	2	22	16-20			
H	07/15/2013	5,7	23,24	17,18			
J	01/20/2015	10		16			
K	03/30/2015	10		16			

*Note: Only Sections 1 and 5 require DER approval.

KAMATICS CORPORATION SERVICE INSTRUCTIONS

Subject: KAflex Main Driveshaft Retrofit in accordance with Supplemental Type Certification Number SH7767SW.

Installation Notes:

If riveted Tail Rotor Drive Shaft (TRDS), Bell part number:

206-040-383-101
206-040-383-105
206-040-387-103
206-040-387-105
206-040-387-107

is installed on the aircraft, Kamatics inertia kit P/N 3244 is needed to complete the KAflex installation.

If rotor brake assembly, Bell part number:

206-706-034-3
206-706-034-7
206-706-034-101
206-706-034-103
206-706-034-105

is installed on the aircraft, Kamatics rotor brake kit P/N 2975 is needed to complete the KAflex® installation.

Note

For KAflex inertia kit P/N SKCP3244 or rotor brake installation kit P/N SKCP2975, please contact Kamatics Corporation.

Purpose: This document provides instruction for retrofit of the SKCP2348-101 KAflex Driveshaft on the Bell 206A and 206B series helicopters. The SKCP2348-101 driveshaft is manufactured by Kamatics Corporation, Bloomfield, CT.

Additional copies of this document may be obtained by contacting:

Kamatics Corporation
1330 Blue Hills Ave.
Bloomfield, CT 06002
(860) 243-9704

SECTION 1
KAflex DRIVESHAFT RETROFIT

1. Preparation and General Notes

    a. Disconnect battery.

    b. Remove transmission fairing and open engine cowling to gain access to main driveshaft.

2. Removal of Driveshaft (Figure 1) P/N 206-040-100 or 206-040-015

    a. From right side of helicopter, remove two screws (Item 6) securing driveshaft cover (Item 8) and cone assembly (Item 18).

    b. Remove eleven screws (Item 14) securing driveshaft door (Item 5) to aft side of forward firewall (Item 15). Remove driveshaft door (Item 5) and gasket (Item 4) from aircraft.

    c. Remove four bolts (Item 3), eight washers (Item 2), and four nuts (Item 1) attaching forward driveshaft coupling to input adapter on transmission.

    d. Remove four bolts (Item 9), eight washers (Item 10) and four nuts (Item 11) attaching aft driveshaft coupling to freewheeling adapter flange.

CAUTION

Compress couplings with Kamatics installation tool (Figure 3) just enough to release them from mating adapter flange. If couplings are compressed beyond 0.370", damage to coupling may occur.

    e. Push aft on forward coupling to compress flex frames in couplings and obtain clearance between forward driveshaft coupling and input adapter flange. Move forward end of driveshaft outboard to clear input adapter flange. Move driveshaft assembly aft passing forward coupling through opening and remove from helicopter.

3. Firewall, Driveshaft Door Rework (Figures 1 and 2)

    a. Gain access to driveshaft door (Figure 2, Item 9)

    b. Remove both halves of cone assembly (Figure 1, Item 18)

    c. Remove driveshaft cover assembly (Figure 1, Items 8)

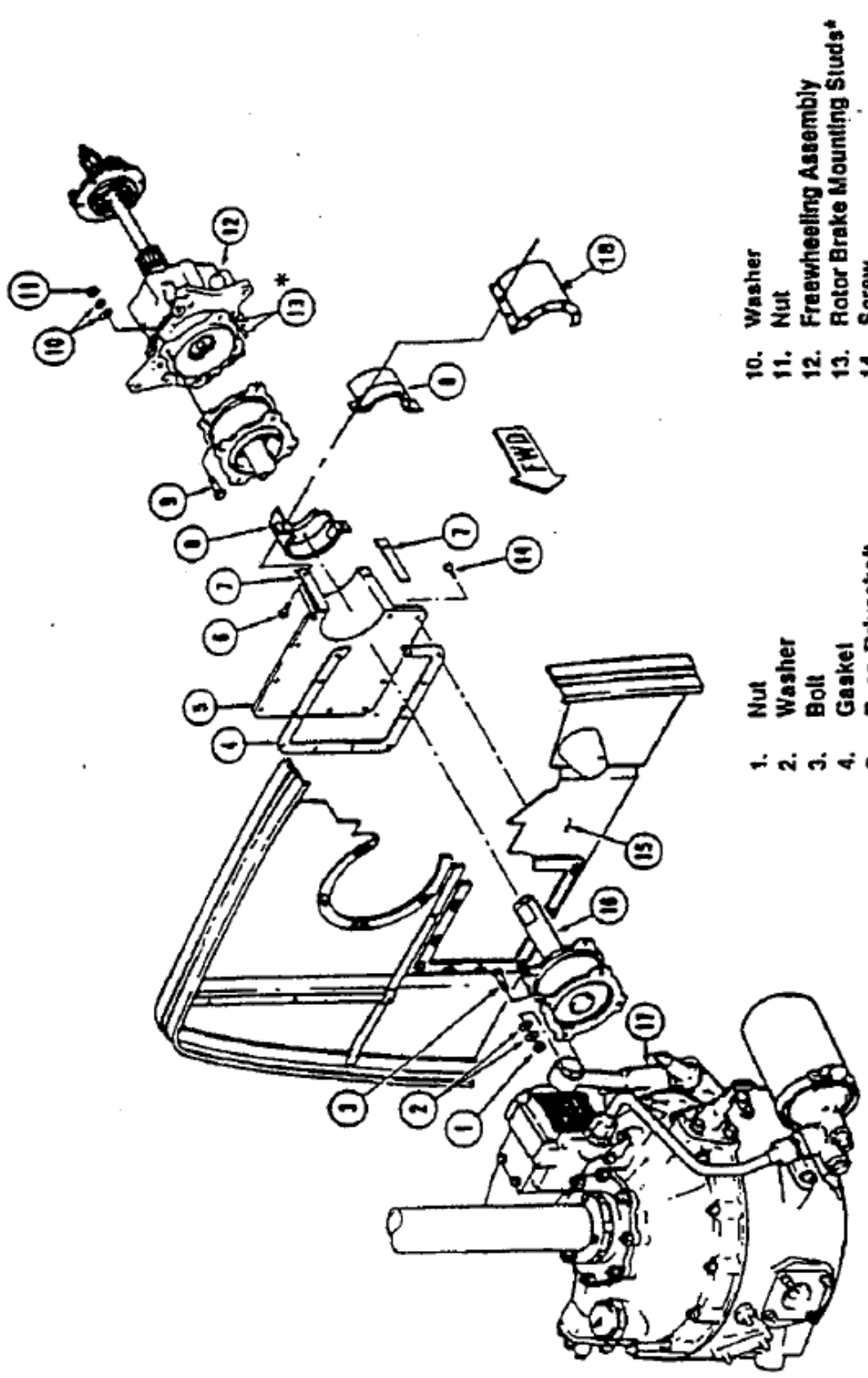


FIGURE 1: Existing Installation Main Driveshaft P/N 206-040-100-13

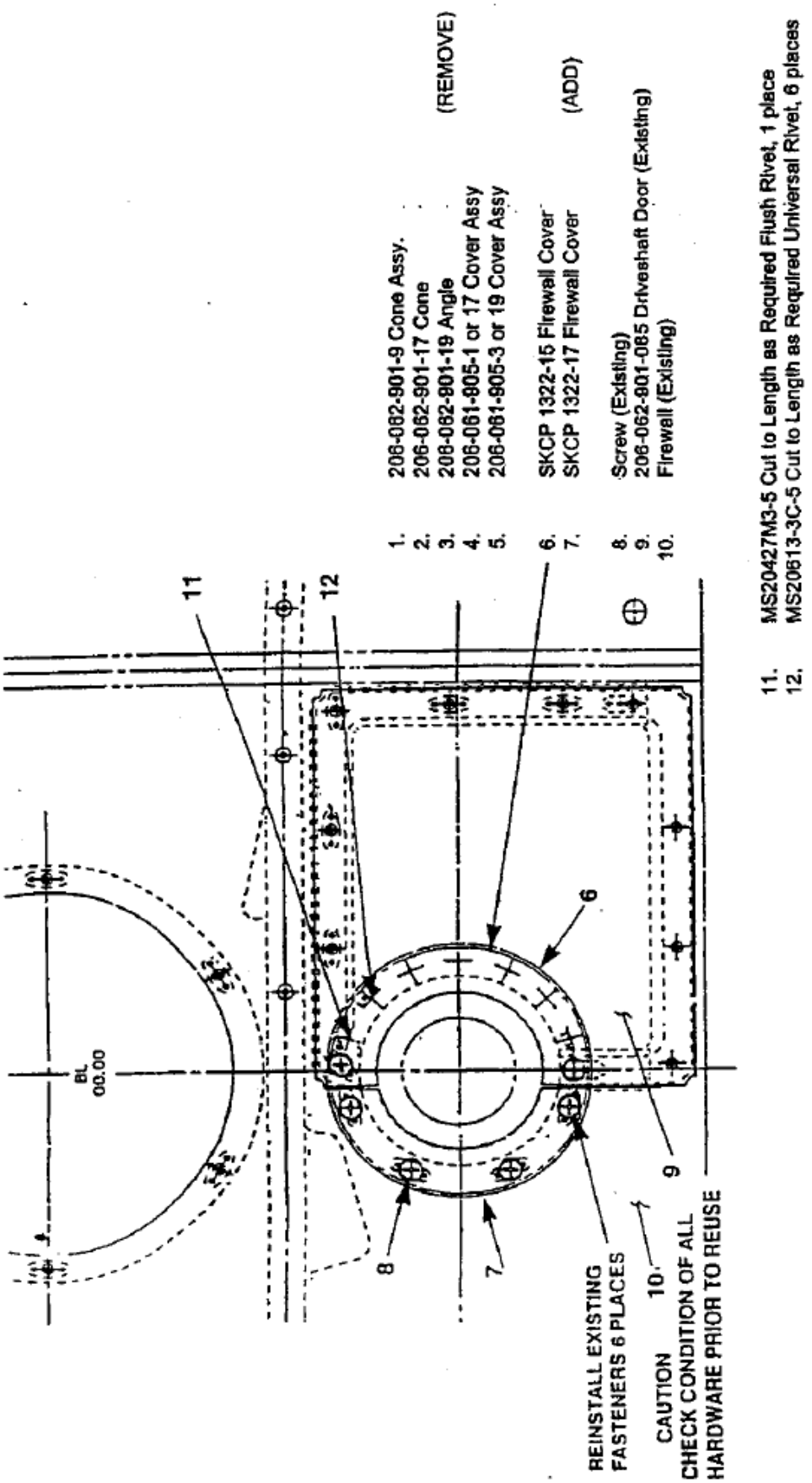

1. 206-062-901-9 Cone Assy.
2. 206-062-901-17 Cone
3. 206-062-901-19 Angle (REMOVE)
4. 206-061-805-1 or 17 Cover Assy
5. 206-061-805-3 or 19 Cover Assy
6. SKCP 1322-15 Firewall Cover
7. SKCP 1322-17 Firewall Cover (ADD)
8. Screw (Existing)
9. 206-062-901-065 Driveshaft Door (Existing)
10. Firewall (Existing)
11. MS20427M3-5 Cut to Length as Required Flush Rivet, 1 place
12. MS20613-3C-5 Cut to Length as Required Universal Rivet, 6 places
BL 00.00
REINSTALL EXISTING FASTENERS 6 PLACES
CAUTION
CHECK CONDITION OF ALL HARDWARE PRIOR TO REUSE

FIGURE 2: Looking FWD

3. Firewall, Driveshaft Door Rework (Continued)

d. Remove cone (Figure 2, Item 2) and angle (Figure 2, Item 3) from driveshaft door.

CAUTION

Inspect driveshaft door for cracks, damage and corrosion (Figure 1, Item 5). If these conditions exist, replace driveshaft door before proceeding.

e. Align firewall cover (Figure 2, Item 6) and secure with two screws (Figure 2, Item 8).

Note

Ensure firewall cover (Figure 2, Item 6) is installed on the aft side of the driveshaft door (Figure 2, Item 9) with the lip facing forward.

f. Locate and mark seven rivet holes (Figure 2, Items 11 & 12) on driveshaft door (Figure 2, Item 9)

g. Remove firewall cover (Figure 2, Item 6) from driveshaft door (Figure 2, Item 9), and drill firewall cover using a 3/32” or .093” drill.

h. Dimple upper rivet hole (for rivet Figure 2, Item 11) to clear dimple on door. Rivet in this location must be flush to allow driveshaft door (Figure 2, Item 9) to fit flush on firewall (Figure 2, Item 10).

i. Install firewall cover (Figure 2, Item 6) on driveshaft door (Figure 2, Item 9) and secure with two screws (Figure 2, Item 8).

j. Cut six MS20613-3C (3/32 Univ. Head CRES) rivets (Figure 2, Item 12) to length, install and rivet firewall cover (Figure 2, Item 6) to driveshaft door (Figure 2, Item 9). Do not install these rivets in top dimpled rivet hole.

k. Cut one MS20427M3 (3/32 flush Monel) rivet (Figure 2, Item 11) to length, install in dimpled hole and rivet firewall cover (Figure 2, Item 6) to driveshaft door (Figure 2, Item 9).

4. Modification to Lord (Barry) Transmission Isolation Mount, P/N 206-030-539-101 or -005

Note

Modification is necessary only with the Lord (Barry) Transmission Isolation Mount BHTI P/N 206-030-539-101 or -005, the mount with aluminum cover plates. The Lord Transmission Isolation Mount, BHTI P/N 206-030-539-003 with black elastometric cover, has additional clearance and modification is not necessary. Since Barry has merged with Lord, the transmission isolation mounts with aluminum covers may have "Lord" name plate on them. Older mounts may still have "Barry" name plate on them.

a. Remove the transmission mount per BHTI service instructions.

b. Modify the Lord (Barry) Isolation Mount in accordance with SKCP2782 Sheet 3, Section 7.

c. Reinstall the mount according to the BHTI Maintenance Manual.

Note

Do not use unauthorized shims, adhesives or sealants between the Lord (Barry) Mount and the cabin roof. Refer to BHTI Technical Bulletin 206-77-14 if interference exists between the Lord (Barry) Mount and roof top rivets.

5. KAflex Driveshaft Installation (Figures 3 and 4)

Note

Inspect KAflex Driveshaft in accordance with Section 3, "KAflex Driveshaft Inspection" and Section 5, "Repair of KAflex Driveshaft" before proceeding with the installation.

a. Install Workaid on KAflex Driveshaft by installing Workaid collars over driveshaft and attach tightening screws with nuts (Figure 3). Compress forward frames. Position lugs of the two tightening screws over nut attaching end fitting to flex frame of KAflex Driveshaft (Figure 3). The KAflex Driveshaft will be installed with the serial number aft to facilitate future maintenance and inspections. Orientation does not affect function of the KAflex Driveshaft.

CAUTION

If the lugs of the tightening screws are installed over the nut attaching flex frame to flex frame, the flex frames can be over compressed and the flex frames are likely to be damaged.

5. KAflex Driveshaft Installation (continued)

   b. Compress KAflex Flex frames approximately ¼" by tightening the workaid nuts.

   c. Install KAflex Driveshaft in the aircraft with serial number facing aft.

   d. Loosen workaid nuts and allow KAflex Driveshaft to extend, aligning pilots on KAflex Driveshaft to Quill Adapter and Freewheeling Adapter. Remove workaid.

   e. Install four bolts (Figure 4, Item 3) at the forward portion of the KAflex Driveshaft, ensuring bolt heads face aft. Do not put washers under bolt heads.

   f. Install eight washers (Figure 4, Item 2), and four nuts (Figure 4, Item 1) on the four bolts. Do not put washers under bolt heads.

   g. Install four bolts (figure 4, Item 9) at the aft portion of the KAflex Driveshaft, ensuring bolt heads face forward. Do not put washers under bolt heads.

   h. Install eight washers (Figure 4, Item 10), and four nuts (Figure 4, Item 11) on the four bolts. Do not put washers under bolt heads.

Note

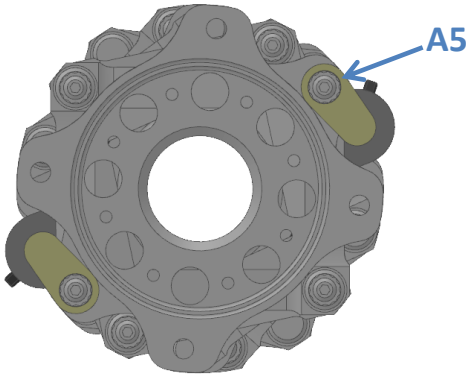
If a riveted TRDS is installed in the aircraft, an inertia kit SKCP3244 is required with this KAflex Driveshaft (see Section 1, Page 4). In that case use the hardware (bolts, nuts, washers) supplied with the inertia kit for the aft portion of the driveshaft. Install the inertia kit as shown on the drawing SKCP3244 enclosed in Section 7.

   i. Torque four nuts (Figure 4, Item 11) in accordance with OEM installation instructions, ensuring pilot is engaged and KAflex Driveshaft end fitting flanges are flat against the freewheeling adapter.

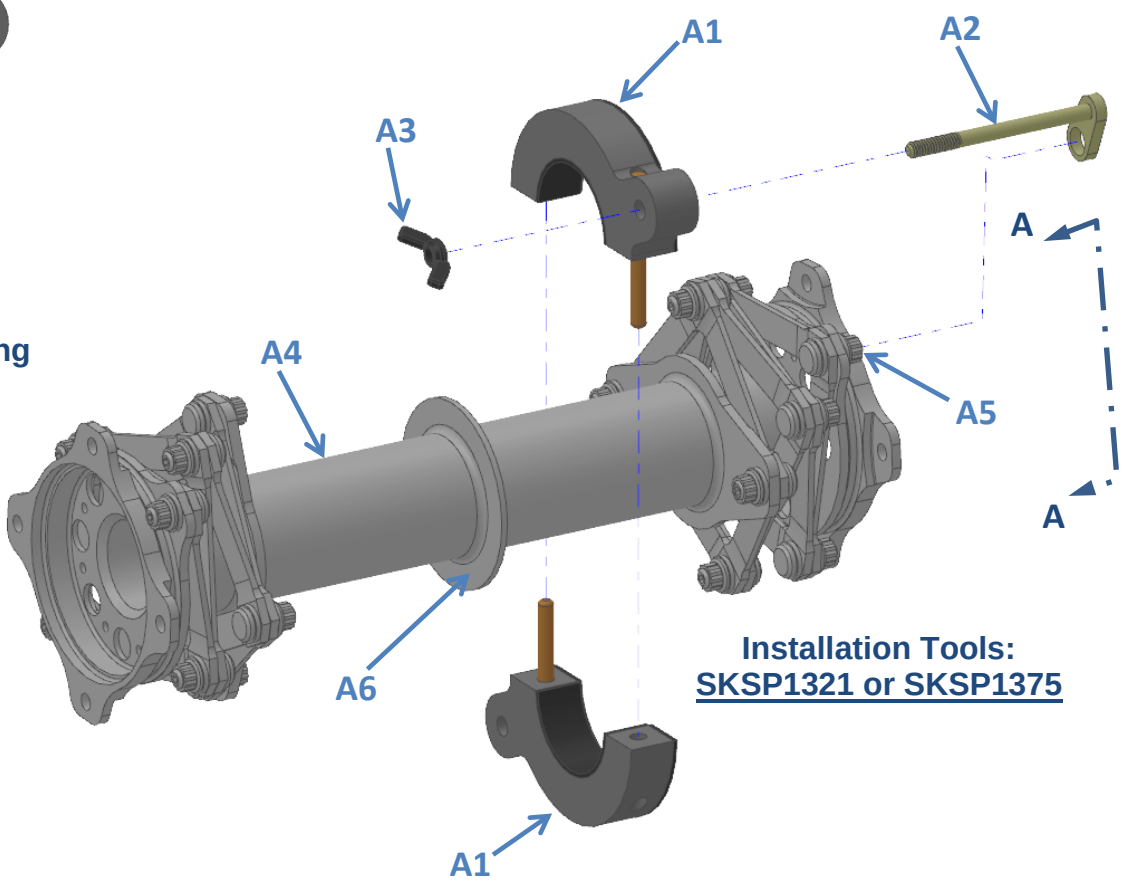
   j. Apply torque stripes to 4 aft KAflex mounting bolts and nuts.

   k. Torque four nuts at the forward portion of the KAflex Driveshaft (Figure 4, Item 1) in accordance with OEM installation instructions, ensuring pilot is engaged and KAflex Driveshaft end fitting flanges are flat against the Quill Adapter.

   l. Apply torque stripes to 4 forward KAflex mounting bolts and nuts.



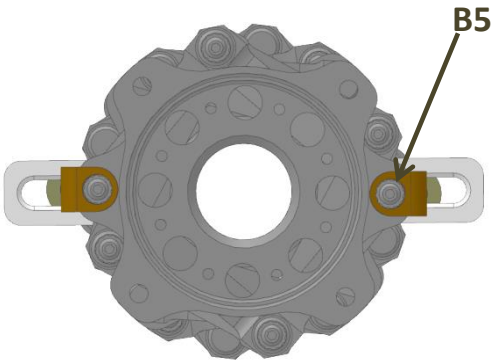
(View A-A)
Driveshaft Aft Fitting, Looking Forward, Main Driveshaft



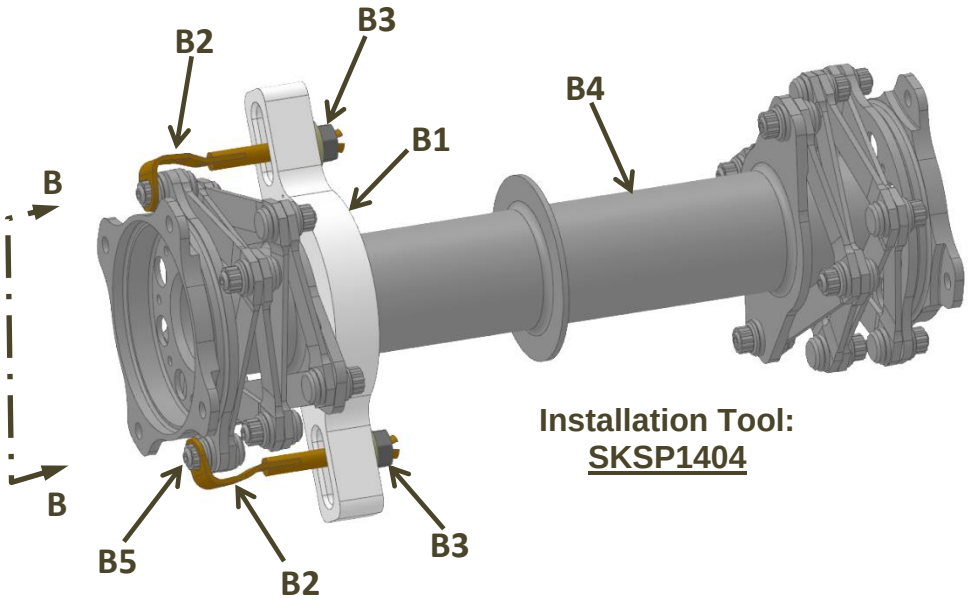
A1. Workaid Collars
A2. Workaid Brackets (2PL)
A3. Wing Nut
A4. KAflex Driveshaft
A5. Flex Frame Nut
A6. Serial Number

Installation Tools:
SKSP1321 or SKSP1375

B1. Yoke
B2. Foot Brackets (2PL)
B3. Hex Nut (2PL)
B4. KAflex Driveshaft
B5. Flex Frame Nut



(View B-B)
Driveshaft Forward Fitting, Looking Aft, Main Driveshaft



Installation Tool:
SKSP1404

FIGURE 3: Installation of Workaid
(Installation Tool SKSP1321, SKSP1375 or SKSP1404)

FIGURE 4: KAflex Driveshaft Installation

6. Driveshaft Door Installation (Figure 4)

   a. Install firewall cover (Figure 2, Item 7) using 4 screws (Figure 2, Item 8).

   b. Install driveshaft door (Figure 2, Item 5) and gasket, (Figure 2, Item 4) using 11 screws (Figure 2, Item 8) and remaining 2 screws (Figure 2, Item 8).

   c. **Turn KAflex® Driveshaft by hand to ensure proper operation and clearance. Check clearance between the driveshaft and firewall covers (Figure 2, Items 6 &7) at four positions, 3 o'clock, 6 o'clock, 9 o'clock and 12 o'clock. Minimum clearance must be 0.450".** If the clearance is less than 0.450", it can be adjusted by loosening 4 screws (Figure 2, Item 8) and sliding firewall cover (Item 7) **or** by loosening 11 screws (Item 14) and sliding driveshaft door (Item 5) within the clearance of the screw hole and then re-tightening the screws.

CAUTION

Ensure aircraft rotors are free to turn, and will not strike any surface.

   d. Carefully check all electrical lines, fuel lines, hydraulic lines, and bleed air lines for interference or looseness. Route and secure all lines in accordance with AC43.13-1A chapters 10 & 11.

   e. Close engine cowling and install transmission fairing.

   f. Connect battery.

   g. Ground run aircraft.

   h. Complete Historical Service Record, and applicable logbook entries. It should be updated and all the required entries made, any time a service or inspection is performed on the driveshaft.

SECTION 2
KAflex DRIVESHAFT REMOVAL AND INSTALLATION

1. KAflex Driveshaft Removal (Figure 4)

    a. Disconnect battery.

    b. Remove transmission fairing and open engine cowling to gain access to KAflex Driveshaft.

    c. From right side of the helicopter, remove 15 screws (Figure 4, Item 14) securing firewall cover (Figure 2, Item 7), and driveshaft door (Figure 2, Item 9) to firewall. Remove firewall cover (Figure 4, Item 7) driveshaft door (Figure 4, Item 5), and gasket (Figure 4, Item 4) from aircraft.

    d. Remove 4 nuts (Figure 4, Item 1), 8 washers (Figure 4, Item 2) and 4 bolts (Figure 4, Item 3) securing the forward portion of the KAflex Driveshaft.

    e. Remove 4 nuts (Figure 4, Item 11), 8 washers (Figure 4, Item 10), and 4 bolts (Figure 4, Item 9) securing the aft portion of the KAflex Driveshaft.

    f. Install workaid per Figure 3 on KAflex Driveshaft by installing workaid collars over driveshaft and attach tightening screws with nuts. Compress forward frames. Position lugs of the two tightening screws over nut attaching end fitting to the flex frame at aft end of KAflex Driveshaft. The KAflex Driveshaft will be reinstalled with the serial number aft to facilitate future maintenance and inspections. Orientation does not affect function of the KAflex Driveshaft.

    g. Compress KAflex Flex Frames by tightening the workaid nuts approximately ¼".

    h. Remove KAflex Driveshaft from aircraft.

2. KAflex Driveshaft Installation (Figure 4)

    a. Install workaid per Figure 3 on KAflex Driveshaft by installing workaid collar(s) over driveshaft and attach tightening screws with nuts. Position lugs of the two tightening screws over nut attaching end fitting to flex frame of KAflex Driveshaft (Figure 3). The KAflex Driveshaft will be installed with the serial number aft to facilitate future maintenance and inspections. Orientation does not affect function of the KAflex Driveshaft.

CAUTION

If the lugs on the tightening screws are installed incorrectly over the nut attaching flex frame to flex frame, the flex frames can be over compressed and the flex frames are likely to be damaged.

    b. Compress KAflex Flex frames approximately ¼" by tightening the workaid nuts.

    c. Install KAflex Driveshaft in the aircraft with serial number facing aft.

    d. Loosen workaid nuts and allow KAflex Driveshaft to extend, aligning pilots on KAflex Driveshaft to Quill Adapter, and Freewheeling Adapter. Remove workaid.

    e. Install four bolts (Figure 4, Item 3) at the forward portion of the KAflex Driveshaft, ensuring bolt heads face aft. Do not put washers under bolt heads.

    f. Install eight washers (Figure 4, Item 2), and four nuts (Figure 4, Item 1) on the four bolts. Do not put washers under bolt heads.

    g. Install four bolts (Figure 4, Item 9) at the aft portion of the KAflex Driveshaft, ensuring bolt heads face forward. Do not put washers under bolt heads.

    h. Install eight washers (Figure 4, Item 10) and four nuts (Figure 4, Item 11) on the four bolts. Do not put washers under bolt heads.

Note

If a riveted TRDS is installed in the aircraft, an inertia kit SKCP3244 is required with this KAflex Driveshaft (see Section 1, Page 4). In that case use the hardware (bolts, nuts, washers) supplied with the inertia kit for the aft portion of the driveshaft. Install the inertia kit as shown on the drawing SKCP3244 enclosed in Section 7.

a. Torque four nuts (Figure 4, Item 11) in accordance with OEM installation instructions, ensuring pilot is engaged and KAflex Driveshaft end fitting flanges are flat against the Freewheeling Adapter.

b. Apply torque stripes to 4 aft KAflex mounting bolts and nuts.

c. Torque four nuts at the forward portion of the KAflex Driveshaft (Figure 4, Item 1) in accordance with OEM installation instructions, ensuring pilot is engaged and KAflex Driveshaft end fitting flanges are flat against the Quill Adapter.

d. Apply torque stripes to 4 forward KAflex mounting bolts and nuts.

3. Driveshaft Door Installation (Figure 4)

a. Install firewall cover (Figure 4, Item 7) using 4 screws (Figure 4, Item 8).

b. Install driveshaft door (Figure 4, Item 5) and gasket (Figure 4, Item 4) using 11 screws (Figure 4, Item 8)

c. **Turn KAflex Driveshaft by hand to ensure proper operation and clearance. Check clearance between the driveshaft and firewall covers (Figure 2, Items 6 & 7) at four positions, 3 o'clock, 6 o'clock, 9 o'clock and 12 o'clock. Minimum clearance must be 0.450".** If the clearance is less than 0.450", it can be adjusted by loosening 4 screws (Figure 2, Item 8) and sliding firewall cover (Figure 4, Item 7) **or** by loosening 11 screws (Figure 4, Item 14) and sliding driveshaft door (Figure 4, Item 5) within the clearance of the screw hole and then re-tightening the screws.

CAUTION

Ensure aircraft rotors are free to turn, and will not strike any surface.

d. Carefully check all electrical lines, fuel lines, hydraulic lines, and bleed air lines for interference or looseness. Route and secure all lines in accordance with AC43.13 – 1A chapters 10 & 11.

e. Close engine cowling and install transmission fairing.

f. Connect battery.

g. Ground run aircraft.

h. Complete Historical Service Record, and applicable logbook entries. It should be updated and all the required entries made any time a service or inspection is performed on the driveshaft.

SECTION 3
INSPECTION OF KAflex DRIVESHAFT

1. Inspection

DAILY INSPECTION
BEFORE FIRST FLIGHT OF THE DAY

1. Check general condition of KAflex Driveshaft.

    a. Check for loose and missing hardware (bolts, nuts, washers). If loose or missing hardware is found, return driveshaft to **Kamatics Corporation, 1330 Blue Hills Ave., Bloomfield, CT 06002**. Include description of reason for return and copy of historical record card with driveshaft.

    b. Inspect flex frame and mount bolt torque stripes for evidence of slippage.

WARNING

DO NOT disturb or tighten flex frame nuts or bolts. Evidence of turning fasteners by wrench or other means is cause for rejection.

100 HOUR INSPECTION

1. Check general condition of KAflex Driveshaft.

    a. Check for loose and missing hardware (bolts, nuts, washers). If loose or missing hardware is found, return driveshaft to Kamatics Corporation. Include description of reason for return and copy of historical record card with driveshaft.

    b. Inspect flex frame and mount bolt torque stripes (red) for evidence of slippage. If the torque stripes have faded, touch up using F-925 “Skydrol” resistant seal or equivalent available from Organic Products Co. at (972) 438-7321.
    If the torque stripes are yellow, contact Henkel North America. http://www.henkelna.com to obtain a touch up kit (Loctite E-20HP Hysol Epoxy Adhesive, Fast Setting).

WARNING

DO NOT disturb or tighten flex frame nuts or bolts. Evidence of turning fasteners by wrench or other means is cause for rejection.

100 HOUR INSPECTION (continued)

c. Inspect KAflex Driveshaft for damage and corrosion. Refer to Figure 5 for damage and repair limits.

d. Inspect KAflex Driveshaft flex frame joints for fretting dust which will show up as red metallic residue. If grease, oil or dirt is covering suspected area, or any doubt exists as to whether actual fretting has occurred, clean suspected areas thoroughly and recheck in conjunction with next daily inspection.

   If fretting is apparent, return Driveshaft to Kamatics Corporation. Include description of reason for return and copy of historical record card with the driveshaft.

e. Inspect KAflex Driveshaft for sign of contact, rubbing, and/or chafing.

OUT OF AIRCRAFT INSPECTION

Note

This inspection is to be done at 1500 hour intervals (coinciding with removal and inspection of freewheeling clutch). This inspection reads like the 100 hour inspection, but will be more comprehensive with the driveshaft out of the aircraft.

1. Check general condition of KAflex Driveshaft.

   a. Check for broken, loose, or missing hardware (bolts, buts, washers). If loose or missing hardware is found, return driveshaft to Kamatics Corporation. Include description of reason for return and copy of historical record card with the driveshaft.

   b. Inspect flex frame bolt torque stripes for evidence of slippage. If the torque stripes have faded, touch up using F-925 “Skydrol” resistant seal or equivalent available from Organic Products Co at (972) 438-7321.
   If the torque stripes are yellow, contact Henkel North America. http://www.henkelna.com to obtain a touch up kit (Loctite E-20HP Hysol Epoxy Adhesive, Fast Setting).

WARNING

DO NOT disturb or tighten flex frame nuts or bolts. Evidence of turning fasteners by wrench or other means is cause for rejection.

OUT OF AIRCRAFT INSPECTION (continued)

c. Inspect KAflex Driveshaft for damage and corrosion. Refer to Figure 5 for damage and repair limits.

d. Inspect KAflex Driveshaft flex frame joints for fretting dust. This will show up as red metallic residue. If grease, oil or dirt is covering a suspected area, or any doubt exists as to whether actual fretting has occurred, clean suspected areas thoroughly and recheck.

   If fretting is apparent, return driveshaft to Kamatics Corporation. Include description of reason for return and copy of historical record card with the driveshaft.

e. Inspect KAflex Driveshaft for sign of contact, rubbing, and/or chafing.

f. Enter the 1500 hour inspection record in the historical data card enclosed with this service manual.

6,000 HOUR INSPECTION

1. Remove KAflex Driveshaft for factory inspection. Return to Kamatics Corporation. Include description of reason for return and copy of historical log with driveshaft.

WARNING

Package driveshaft carefully to ensure safe arrival at Kamatics Corporation

2. Assuming driveshaft is returned to the user for further service, inspections between 6,000 and 12,000 hours or multiples thereof will be the same as between new and 6,000 hours.

2. KAflex Driveshaft Conditional Inspection

Note

The following inspections detail special inspection instructions applicable to KAflex Driveshaft. Refer to appropriate Bell and Allison maintenance manuals for airframe and engine special inspection instructions.

1. Overtorque

    a. 110-120% overtorque, perform a daily inspection on KAflex Driveshaft.

    b. 120+% overtorque, perform a 100 hour inspection on KAflex Driveshaft.

2. Overspeed

    a. 114+% overspeed, no KAflex Driveshaft inspection necessary.

3. Sudden Stoppage

    a. Perform a 100 hour inspection on the KAflex Driveshaft. Inspect freewheeling clutch assembly for evidence of overtorque. If clutch sprags are chipped or broken, if there is evidence of static brinelling of clutch races or other evidence of torsional overload, return driveshaft to Kamatics Corporation with information described in the Section on 6,000 hour inspection.

4. Hard Landing

    a. If any of the following components do not pass their respective inspection criteria as detailed in chapter 5, “Inspections” of the Bell 206A/B Maintenance Manual, the KAflex Driveshaft must be returned to Kamatics as described in the Section of this manual on inspection after 6,000 hours:

        i. Main Rotor Hub
        ii. Main Rotor Mast
        iii. Main Transmission, Main Transmission Mounts, Drag Pin, Drag Plate
        iv. Freewheeling Clutch Assembly
        v. Engine or Engine Mounts

    b. Even if none of the items in Item ‘a’ above show the effects of the hard landing, perform a 100 hour inspection on the KAflex Driveshaft, and inspect the top of the isolation mount (P/N 206-030-539-003, -101 or -005) if installed. If contact has occurred, refer to Section 5.

5. After Lightning Strike

   a. Lightning damage can show as burn marks, heat discoloration, arc marks, or as small weld marks (where the metal has melted and became solid again).

   b. If evidence of lightning damage is found on the driveshaft as described in Item 'a' above, attach a tag to the driveshaft and write, "THIS DRIVESHAFT WAS REMOVED FROM SERVICE BECAUSE OF A LIGHTNING STRIKE". Return the driveshaft to Kamatics Corporation for evaluation.

6. Compressor Stall/Surge

   a. Remove and examine the engine-to-transmission driveshaft for condition.

   b. If any damage suspected to be related to the compressor stall or surge is found, make an entry on the Historical Service Record, and attach a tag on the driveshaft and write "THIS COMPONENT WAS REMOVED FROM SERVICE BECAUSE OF A COMPRESSOR STALL/SURGE". Return the driveshaft to Kamatics Corporation for factory inspection.

   c. If no defects were detected, return the engine-to-transmission driveshaft to service.

7. Pylon Whirl

   a. Pylon Whirl is an elliptical motion of the pylon which occurs after blade flapping and mast bumping. Pylon Whirl inspection will follow the following conditions:

      i. An abnormal landing
      ii. Excessive slope landing
      iii. Helicopter was operated in severe turbulence
      iv. Low rotor RPM during flight
      v. Application of extreme and rapid cyclic control input
      vi. Main Driveshaft Coupling has contacted the Isolation Mount

   b. Examine Isolation Mount for damage caused by contact from Main Driveshaft.

   c. If the Isolation Mount is damaged, follow Repair Instructions in Section 5 (Repair of KAflex Driveshaft), Note 8.

SECTION 4
MAINTENANCE OF KAflex DRIVESHAFT

1. There is no periodic maintenance requirement for the KAflex Driveshaft.

2. The following maintenance practices will be incorporated as follows:

    a. The KAflex Driveshaft is not field overhauled. The KAflex Driveshaft can only be disassembled for inspections at Kamatics Corporation.

    b. Any time the KAflex Driveshaft is transferred from one aircraft to another, the KAflex Driveshaft does not require a complete disassembly and inspection. The KAflex Driveshaft does require a 100 hour inspection at this time, and then at each aircraft 100 hour inspection.

    c. The KAflex Driveshaft is to be removed at 6,000 hours and sent to Kamatics Corporation for complete factory inspection and overhaul as required. The KAflex Driveshaft is not field overhauled.

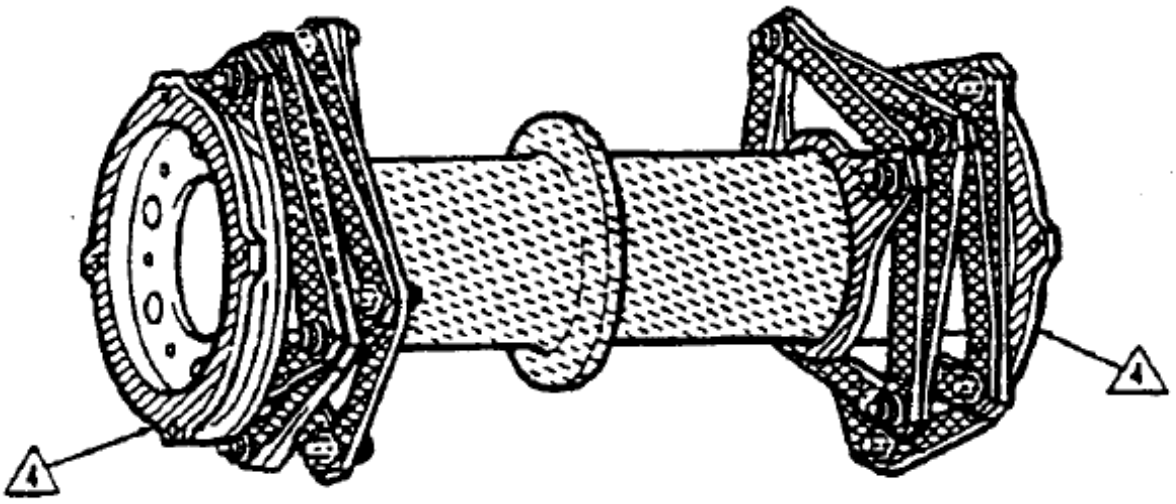
    Refer to the Section on 6,000 hour inspection for return instructions.

SECTION 5
REPAIR OF KAflex DRIVESHAFT

1. Refer to Figure 5 for repair criteria. All blends shall be smooth at maximum depth and smoothly blended with surrounding surfaces.

2. The KAflex Driveshaft is not field overhauled. The KAflex Driveshaft can only be disassembled for inspection at Kamatics Corporation.

3. The KAflex Driveshaft is to be removed at 6,000 hours and sent to Kamatics Corporation for complete factory overhaul and inspection as required.



DAMAGE LOCATION SYMBOLS

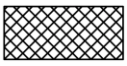
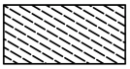
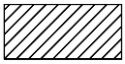
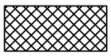
Type of Damage	Maximum Damage and Repair Depth			
				
MECHANICAL	0.001” before and after repair	0.005” before and after repair	0.005” before and after repair	0.015” before and after repair
CORROSION	Surface, no pits	0.005” before and after repair	0.005” before and after repair	0.010” before and after repair
MAXIMUM AREA PER FULL DEPTH REPAIR	0.05 in^2	0.10 in^2	0.25 in^2	0.25 in^2
NUMBER OF REPAIRS	One per leg			
EDGE DENTS, NICKS	0.001 in	0.010 in	0.010 in	0.025 in

FIGURE 5: Damage Limits – KAflex Driveshaft

NOTES:

1. No cracks are permitted
2. Repairs must be no less than 1.000 inch apart.
3. Repairs not to be within 0.500 inches of bolt hole.
4. Faying surfaces must be free of any raised metal areas.
5. All repairs to be smooth at maximum depth and smoothly blended with surrounding surface.
6. Exposed bare metal may be touched up with Sermetel Product 1122 or 196 available from Praxair Surface Technologies, 1550 Polco St. Indianapolis In. 46222. Zinc Chromate, primer color T, even though it does not blend cosmetically with Sermetel coating, can be used if Sermetel touch-up products are unavailable.
7. Sides and corners of flex frames are to be treated as  areas.
8. If damage results from contact with transmission isolation mount, proceed as follows:
    a. If contact with Lord (Barry) mount (P/N 206-030-539-303) occurs, return driveshaft to Kamatics for evaluation.
    b. If contact with Lord (Barry) mount (P/N 206-030-539-101 or -005) occurs during unusual and severe condition and depth of damage to top cover does not exceed .025”, lightly stone smeared aluminum/ceramic coating on corners of flex frames, end fittings and interconnect ears to remove raised material and sharp edges. Restore coating per Note 6 as necessary. If damage to top cover exceeds .025”, return driveshaft to Kamatics for evaluation.
9. If damage exceeds limit specified in this section, return driveshaft to Kamatics Corporation. Include description of reason for return and copy of Historical Record Card with the driveshaft.

SECTION 6
TYPE CERTIFICATE

Following is a copy of:

1. FAA Supplemental Type Certificate Number SH7767SW
2. EASA Supplemental Type Certificate 10052951.

KAMATICSRWG
Engineered Performance

KAMAN

United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SH7767SW

This Certificate issued to Kamatics Corporation
1330 Blue Hill Avenue
Bloomfield, Connecticut 06002

certifies that the change in the type design for the following product with the limitations and conditions thereof as specified hereon meets the airworthiness requirements of Part 6 of the Civil Air *Regulations.*

Original Product Type Certificate Number : H2SW

Make : Bell

Model : 206A, 206A-1, 206B, 206B-1

Description of Type Design Change:
Installation of a Kamatics Kaflex Drive Shaft Assembly in accordance with Kamatics Corporation Dwg. SKCP 2782, Revision A, dated March 30, 1990, or later FAA-approved revision.

For Bell aircraft incorporating the tail rotor drive shafts identified below, a Kamatics Kaflex Inertia Kit, Dwg. SKCP 3244, original, dated May 5, 2001, or later FAA-approved revisions, must be installed.

Limitations and Conditions:
1. Bell 206 aircraft with Tail Rotor Drive Shaft Part Numbers 206-040-383-101, 206-040-383-105, 206-040-387-103, 206-040-387-105 and 206-040-387-107 must have the Kamatics Kaflex Inertia Kit, Dwg. SKCP 3244 installed.

2. Compatibility of this modification with previously installed equipment must be determined by the installer.

The STC holder will provide each person it permits to use this certificate to alter the product written evidence of the agreement in a form acceptable to the Administrator.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application : September 12, 1988

Date reissued : June 11, 1990

Date of issuance : May 4, 1990

Date amended : June 1, 2001

By direction of the Administrator

(Signature)

Robert G. Mann
Manager
Boston Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

EASA
European Aviation Safety Agency

SUPPLEMENTAL TYPE CERTIFICATE

10052951

This Supplemental Type Certificate is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

KAMATICS CORPORATION

1330 BLUE HILLS AVENUE
BLOOMFIELD 06002
USA

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

Original Type Certificate Number : EASA.IM.R.512
Type Certificate Holder : BELL HELICOPTER TEXTRON CANADA
Type Design - Model : 206A, 206B
Original STC Number : FAA STC SH7767SW

Description of Design Change:
Installation of KAMATICS KAflex Main Rotor Driveshaft Kit in accordance with drawing SKCP2782

EASA Certification Basis:
The Certification Basis (CB) for the original product remains applicable to this certificate/ approval. The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval

See Continuation Sheet(s)

For the European Aviation Safety Agency,

Date of issue: 14 April 2015

Massimo MAZZOLETTI
Head of Rotorcraft Department

Note:
The following numbers are listed on the certificate:
EASA current Project Number: 0010034301-001

TE.STC.00091-003 - Copyright European Aviation Safety Agency. All rights reserved.

EASA
European Aviation Safety Agency

Associated Technical Documentation:
Flight Manual Supplement for Bell 206A/206B KAflex Main Rotor Driveshaft Installation, Revision N/C, dated June 28, 2006

or later revisions of the above listed documents approved by EASA in accordance with EASA ED Decision 2004/04/CF (or subsequent revisions of this decision)" and/ or the Technical Implementation Procedures of EU/ USA Bilateral Agreement.

Service Instruction Number SIN2348 Revision K
Installation Drawing SKCP2782 Revision F
Installation Drawing SKCP3244 Revision C

Limitations/Conditions:
Bell 206 rotorcraft with tail rotor drive shaft part numbers 206-040-383-101, 206-040-383-105, 206-040-387-103, 206-040-387-105 and 206-040-387-107 must have the Kamatics Kaflex Inertia Kit, drawing SKCP3244 Revision C or later, installed.

Prior to installation of this design change it must be determined that the interrelationship between this design change and any other previously installed design change and/ or repair will introduce no adverse effect upon the airworthiness of the product.

- end -

Note:
The following numbers are listed on the certificate:
EASA current Project Number: 0010034301-001

SUPPLEMENTAL TYPE CERTIFICATE - 10052951 - KAMATICS CORPORATION

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SECTION 7
INSTALLATION DRAWING

Following are copies of the installation drawing in the STC 7767SW:

SKCP2782 SH 1, 2, 3

SKCP3244 SH 1

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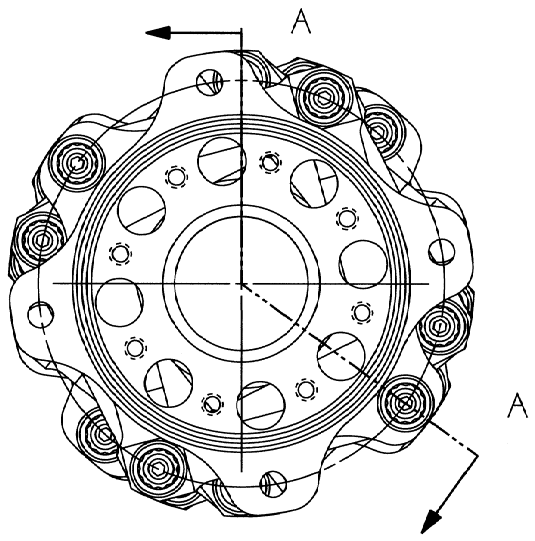
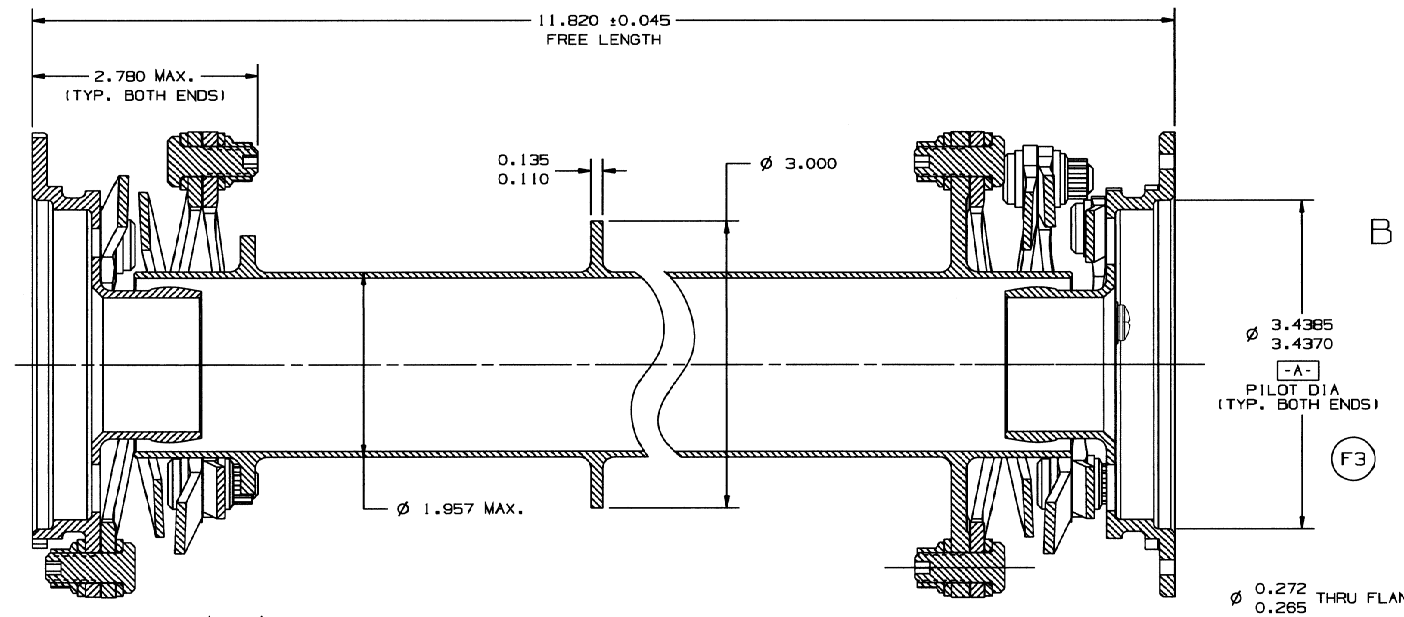
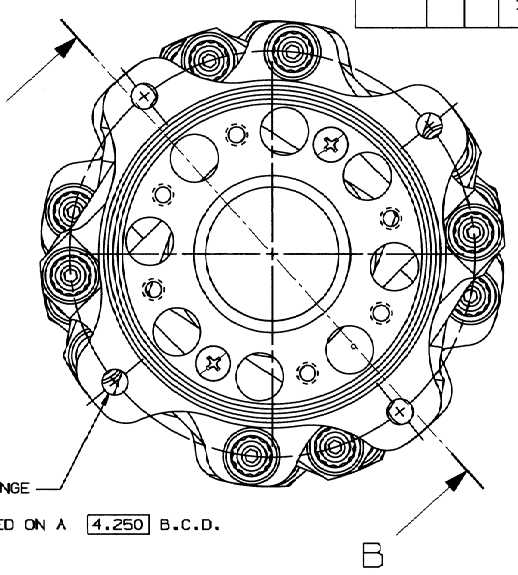
EC NO.	ZONE	REV	DESCRIPTION	REV'D BY	CHK BY	DESIGN	PROJ	QUA
		D	ADDED SHEET 3 WITH BARRY MOUNT REWORK	JDF 11/15/91				VS 12/16/91
		E	1. ADDED SKCP1322-15 AND SKCP1322-17 COVERS WITH PRE-DRILLED HOLES (SHEET 2) 2. ADDED DETAIL "A" VIEW (SHEET 2) 3. DRIVESHAFT P/N WAS SKCP2348-5 (SHEET 1) 4. ADDED NOTE 2 TO SHEET 3	WM 10/19/97		JBP	JMP	
		F	1. SHEET 1 REDRAWN IN UNIGRAPHICS 2. ADDED CORROSION PROTECTION COATING NOTE 3. END FITTING PILOT HOLE TOLERANCE WAS 3.438 / 3.437	RSM 4/04/13	TYS 4-24-13			





SECTION A - A

SECTION B - B

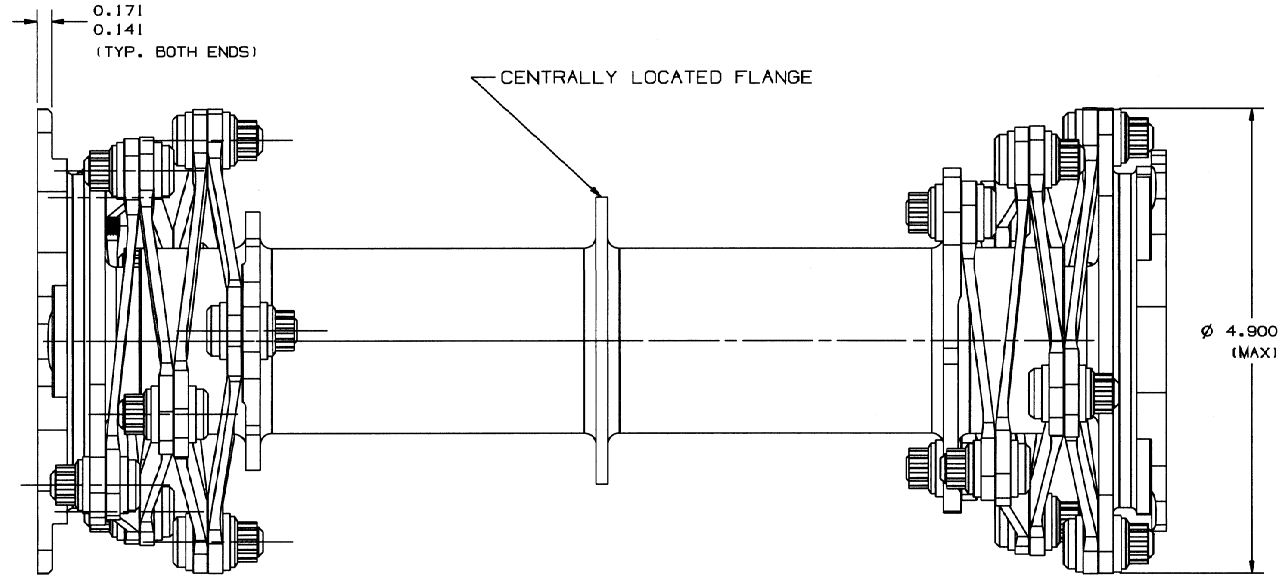


Ø 0.272
0.265 THRU FLANGE

4 HOLES EQ. SPACED ON A 4.250 B.C.D.

⌖ Ø.003 A

(TYPICAL BOTH ENDS)



FOR ASSEMBLY DRAWING SEE SKCP2348-101 (E3)

SKCP2348-5 (LIMITED)

(REF BHT P/N 206-040-371-111)

(F2)

1. COMPONENTS OF THE DRIVESHAFT TO BE COATED WITH CORROSION PROTECTION COATING ALL OVER PER KAMATICS OP 4/8002.

NOTES: UNLESS OTHERWISE SPECIFIED

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ISSUED 10/27/89 BY C J Wirth.

(E3)

QTY REQD	CODE IDENT	PART OR IDENTIFYING NO	NOMENCLATURE OR DESCRIPTION	STOCK SIZE	MATERIAL	MATERIAL SPECIFICATION	GEN NOTE	CALC WT
1		SKCP2348-101	DRIVESHAFT ASSEMBLY					
1		SIN 2348	SERVICE INSTRUCTION MANUAL					
1		SKCP1322-3	FIREWALL COVER KIT					
1	LIMITED	SKCP2348-5	DRIVESHAFT ASSEMBLY	(LIMITED)				
-1								

LIST OF MATERIAL

TOLERANCES

UNLESS OTHERWISE SPECIFIED
BREAK SHARP EDGES .015/.030
TWO PLACE DECIMALS ±.03
THREE PLACE DECIMALS ±.010
ANGLES ±1/2
SURFACE ROUGHNESS PER MIL-STD-10 √

ALL DIMENSIONS SHOWN AFTER PLATING

ODD DASH NO. SHOWN
EVEN DASH NO. OPPOSITE

NEXT ASSY

	APPROVED	DATE
DRAWN BY	W. ROGERS	9/7/84
CHECKED BY		
DESIGN		
PROJ ENG	C. WIRTH	9/8/84
CHIEF ENG	S. ORKIN	9/10/84
DER		3/30/90

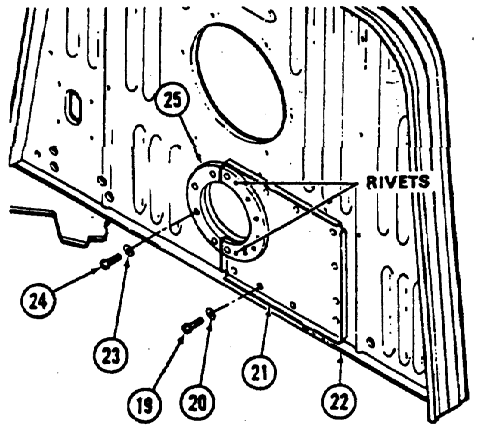
KAMATICS CORPORATION, A KAMAN COMPANY
BLOOMFIELD CONN 06002

INSTALLATION DRAWING
KAFLEX DRIVESHAFT ASSEMBLY
BELL 206B & OH-58 HELO.

SIZE	CODE IDENT NO.		REV
D	50632	SKCP2782	F

SCALE FULL SHEET 1 OF 3

EO NO.	ZONE	REV	REVISIONS DESCRIPTION	REV BY	CHK BY	DESIGN	PROJ



LOOKING INBOARD FORWARD, RIGHT SIDE

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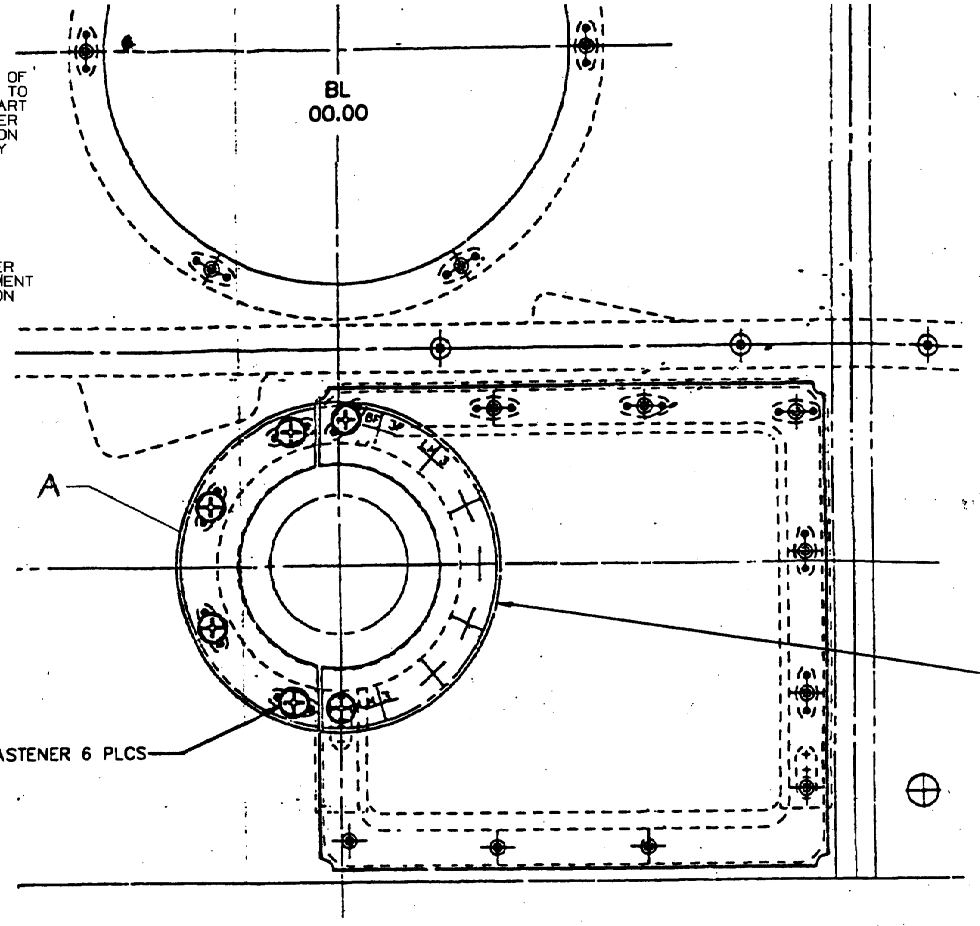
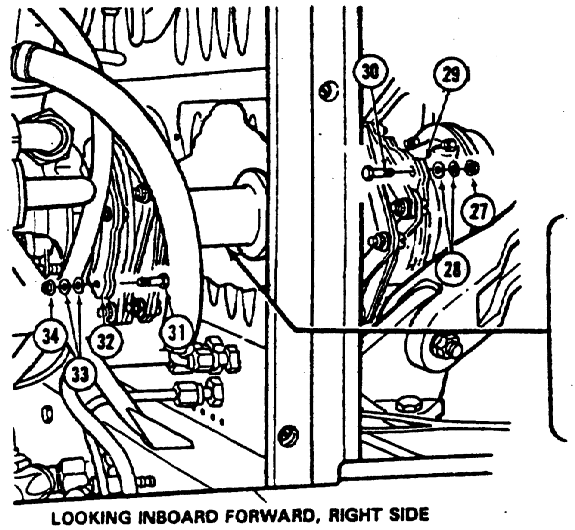


206-062-901-9 CONE ASSY
206-062-901-17 CONE
206-062-901-19 ANGLE
206-061-905-1 OR 17 COVER ASSY
206-061-905-3 OR 19 COVER ASSY
— (REMOVE)

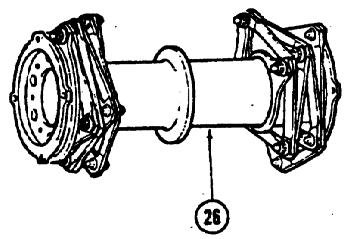
(E1) SKCP1322-15 FIREWALL COVER
SKCP1322-17 FIREWALL COVER
— (ADD)

NOTE: THESE PARTS WILL BE MATCH DRILLED @ INSTALLATION WITH EXISTING FIREWALL RIVET HOLES

LOOKING FWD AT STA 125.00



LOOKING INBOARD FORWARD, RIGHT SIDE



MAIN DRIVESHAFT P/N SKCP2348

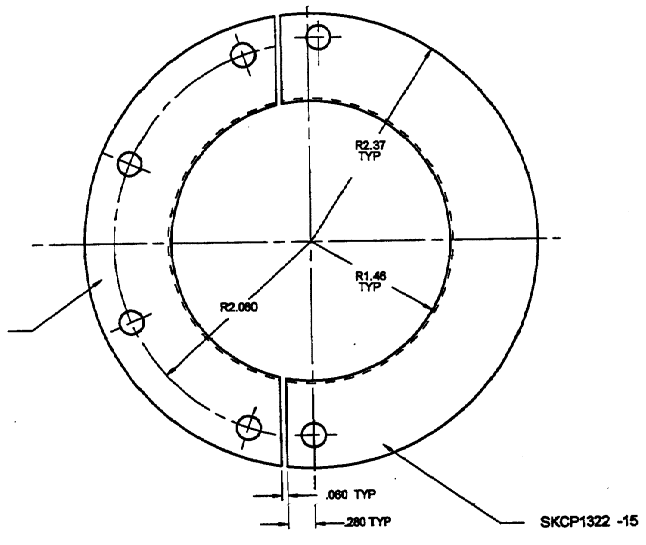
19.	SCREW	27.	NUT
20.	WASHER	28.	WASHER
21.	CLOSURE PLATE AND GASKET	29.	QUILL ADAPTER
22.	FORWARD FIREWALL	30.	BOLT
23.	WASHER	31.	BOLT
24.	SCREW	32.	FREEWHEELING UNIT ADAPTER
25.	COVER ASSEMBLY AND GASKET	33.	WASHER
26.	MAIN DRIVESHAFT	34.	NUT

GENERAL NOTES: UNLESS OTHERWISE SPECIFIED

1. INSTALL WASHERS UNDER NUTS AS SHOWN. DO NOT INSTALL WASHERS UNDER THE HEAD OF BOLTS.
2. ALIGN FORWARD COUPLING ATTACHMENT BOLT HOLES AND INSTALL FOUR BOLTS (#30), EIGHT WASHERS (#28), AND FOUR NUTS (#27). USING TORQUE ADAPTER (T4), TORQUE NUTS 50 TO 70 INCH-POUNDS.
3. ALIGN AFT COUPLING ATTACHMENT BOLT HOLES AND INSTALL FOUR BOLTS (#31), EIGHT WASHERS (#33) AND FOUR NUTS (#34). USING TORQUE ADAPTER (T4), TORQUE NUTS 50 TO 70 INCH-POUNDS.
4. INSTALL DRIVESHAFT CLOSURE PLATE AND GASKET (#25) ON AFT SIDE OF FORWARD FIREWALL (#22) WITH 11 SCREWS (#19).
5. SEE BHTI ILLUSTRATED PARTS MANUAL #BHT MODEL 206A OR 206B FOR PART NUMBERS OR ANY DAMAGED OR UNSERVICEABLE HARDWARE.
6. DIMENSIONING AND TOLERANCING PER ANSI Y14.5
7. FEDERAL AVIATION ADMINISTRATION SUPPLEMENTAL TYPE CERTIFICATION NUMBER SH7767SW ISSUED ON JUNE 11, 1990 PROVIDES FOR THE INSTALLATION OF A KAMATICS KAFLEX DRIVESHAFT ASSEMBLY IN ACCORDANCE WITH THIS DRAWING. INSTALLATION OF THIS DRIVESHAFT ON BELL HELICOPTER MODELS 206A AND 206B CANNOT BE ACCOMPLISHED WITH THE ROTOR BRAKE ASSEMBLY, BELL PART NUMBERS:

   206-706-034-3, 206-706-034-103
   206-706-034-105 206-706-034-7
   206-706-034-101 INSTALLED BECAUSE OF PHYSICAL INTERFERENCE.

8. PACKAGE PARTS PER KPD 232.



DETAIL A (E2)

FOR SIGNATURES SEE SHEET 1 OF 3

QTY REQD	CODE IDENT	PART OR IDENTIFYING NO	NOMENCLATURE OR DESCRIPTION	STOCK SIZE	MATERIAL	MATERIAL SPECIFICATION	GEN NOTE	CALC WT

LIST OF MATERIAL

TOLERANCES
UNLESS OTHERWISE SPECIFIED
BREAK SHARP EDGES .015/.030
TWO PLACE DECIMALS ±.03
THREE PLACE DECIMALS ±.010
ANGLES ±1/2
SURFACE ROUGHNESS PER MIL-STD-10 ✓

NEXT ASSY

	APPROVED		DATE
DRAWN BY	R. DEROSA		3/19/87
CHECKED BY	D. FINLEY		3/30/90
DESIGN			
PROJ ENG	C. WIRTH		3/20/87
CHIEF ENG			

KAMATICS CORPORATION A KAMAN COMPANY
BLOOMFIELD CONN 06002

INSTALLATION DRAWING KAFLEX DRIVESHAFT ASSEMBLY BELL 206A AND BELL 206B

SIZE	CODE IDENT NO.		REV
D	50632	SKCP2782	F

SCALE — SHEET 2 OF 3

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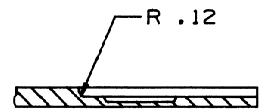
EO NO.	ZONE	REVISIONS REV	DESCRIPTION	REV BY	CHK BY	DESIGN	PROJ



SECTION B-B

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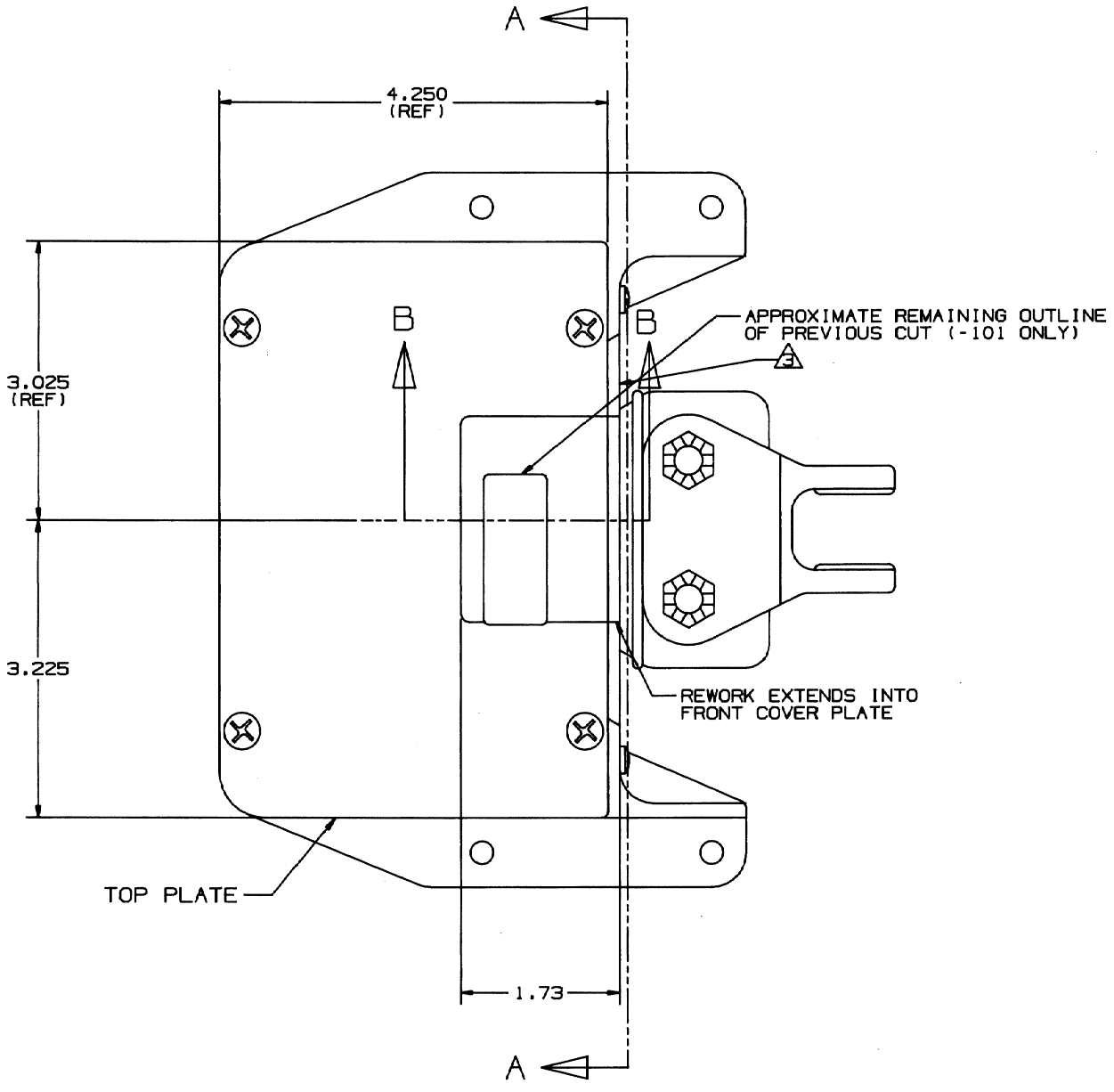
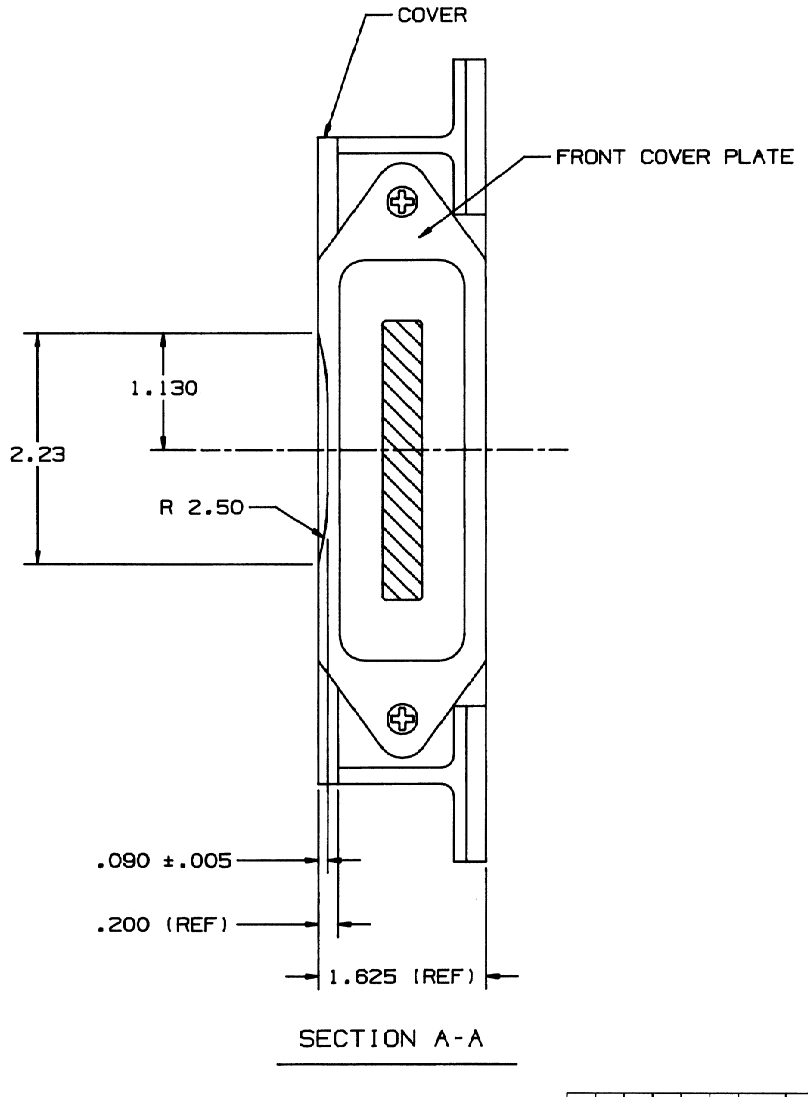




SECTION A-A

5. REASON FOR REWORK: TO REDUCE PROBABILITY OF INTERFERENCE BETWEEN KAFLEX DRIVESHAFT SKCP2348-101 AND LORD (BARRY) TRANSMISSION ISOLATION MOUNT.

4. REINSTALL ISOLATION MOUNT IN ACCORDANCE WITH THE MAINTENANCE AND OVERHAUL MANUAL. DO NOT USE UNAUTHORIZED SHIMS, ADHESIVES OR SEALANTS BETWEEN THE LORD (BARRY) MOUNT AND THE CABIN ROOF. REFER TO BHTI TECHNICAL BULLETIN 206-77-14 IF INTERFERENCE EXISTS BETWEEN THE LORD (BARRY)MOUNT AND THE ROOF TOP RIVETS.

3. LEAVE THE FRONT COVER PLATE INSTALLED WHILE MAKING THE .090" DEEP RELIEF CUT IN THE COVER AND FRONT COVER PLATE. THOROUGHLY SEAL THE JOINT BETWEEN THE FRONT COVER PLATE AND THE COVER USING BHTI 299-947-107 TYPE III CLASS 7 SEALANT.

2. MODIFY THE TOP COVER OF LORD (BARRY) ISOLATION MOUNT (BHTI P/N 206-030-539-005 OR -101) AS SHOWN ABOVE. BREAK SHARP EDGES. REFER TO BHTI TECNICAL BULLETIN 206-78-13 REV A FOR PROCEDURE.

(E4) NOTE: SINCE BARRY HAS MERGED WITH LORD, THE ABOVE TWO ISOLATION MOUNTS (BHTI PART NUMBER 206-030-539-005 OR -101) MAY HAVE "LORD" NAME PLATES ON THEM. OLDER MOUNTS MAY STILL HAVE "BARRY" NAME PLATE ON THEM.

1. REMOVE ISOLATION MOUNT FROM HELICOPTER PER INSTRUCTIONS IN THE MAINTENANCE MANUAL.

NOTES: UNLESS OTHERWISE SPECIFIED:

QTY REQD	CODE IDENT	PART OR IDENTIFYING NO	NOMENCLATURE OR DESCRIPTION	STOCK SIZE	MATERIAL	MATERIAL SPECIFICATION	GEN NOTE	CALC WT

LIST OF MATERIAL

TOLERANCES
UNLESS OTHERWISE SPECIFIED
BREAK SHARP EDGES .015/.030
TWO PLACE DECIMALS ±.03
THREE PLACE DECIMALS ±.010
ANGLES ±1/2
SURFACE ROUGHNESS PER MIL-STD-10 ✓

NEXT ASSY

	APPROVED	DATE
DRAWN BY	FASCIANO	11/04/91
CHECKED BY		
DESIGN		
PROJ ENG		
CHIEF ENG		

KAMATICS CORPORATION, A KAMAN COMPANY
BLOOMFIELD CONN 06002

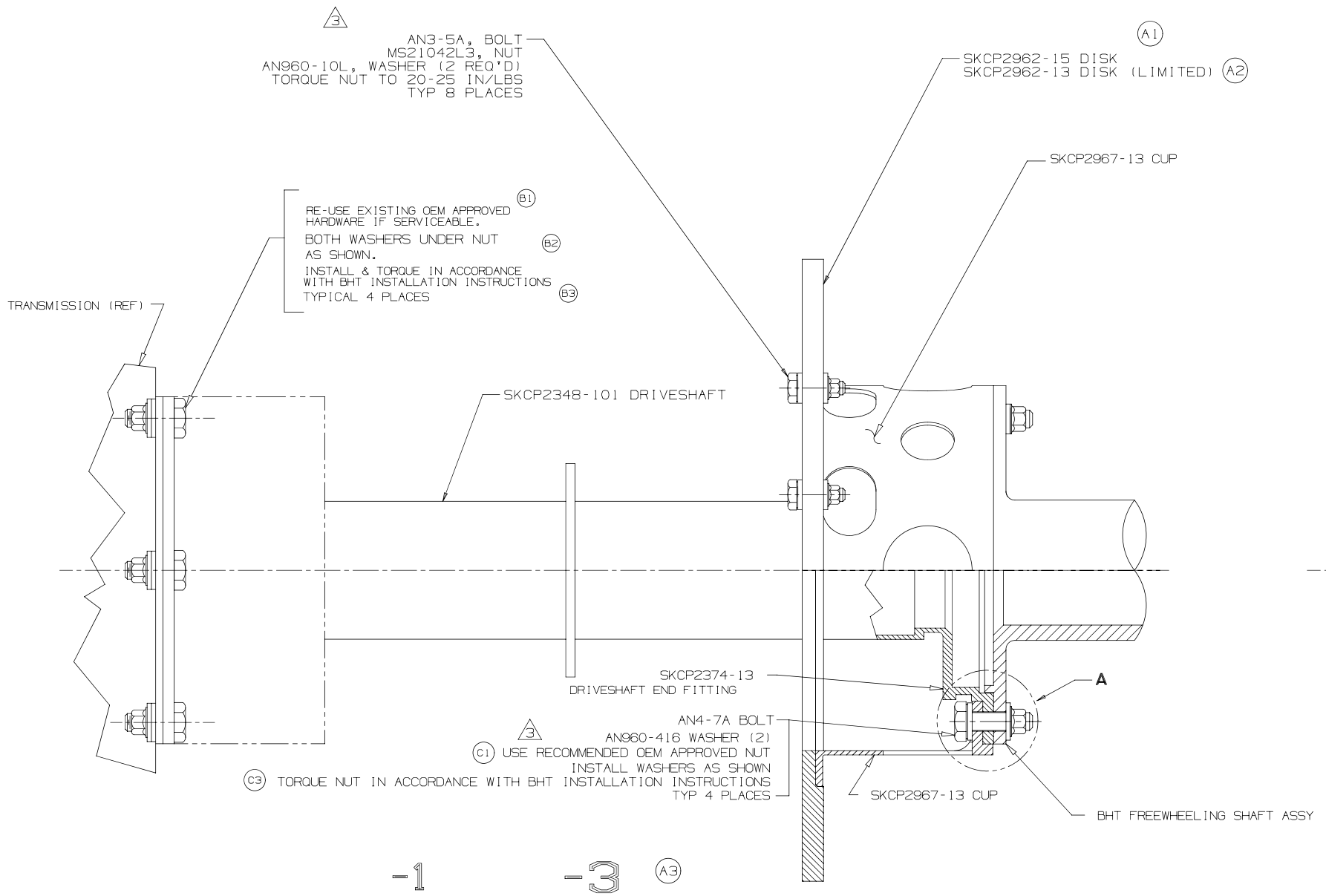
REWORK OF TOP PLATE
[LORD (BARRY)] ISOLATION MOUNT
BHTI P/N 206-030-539-101, -005]
FOR 206 A/B HELICOPTERS

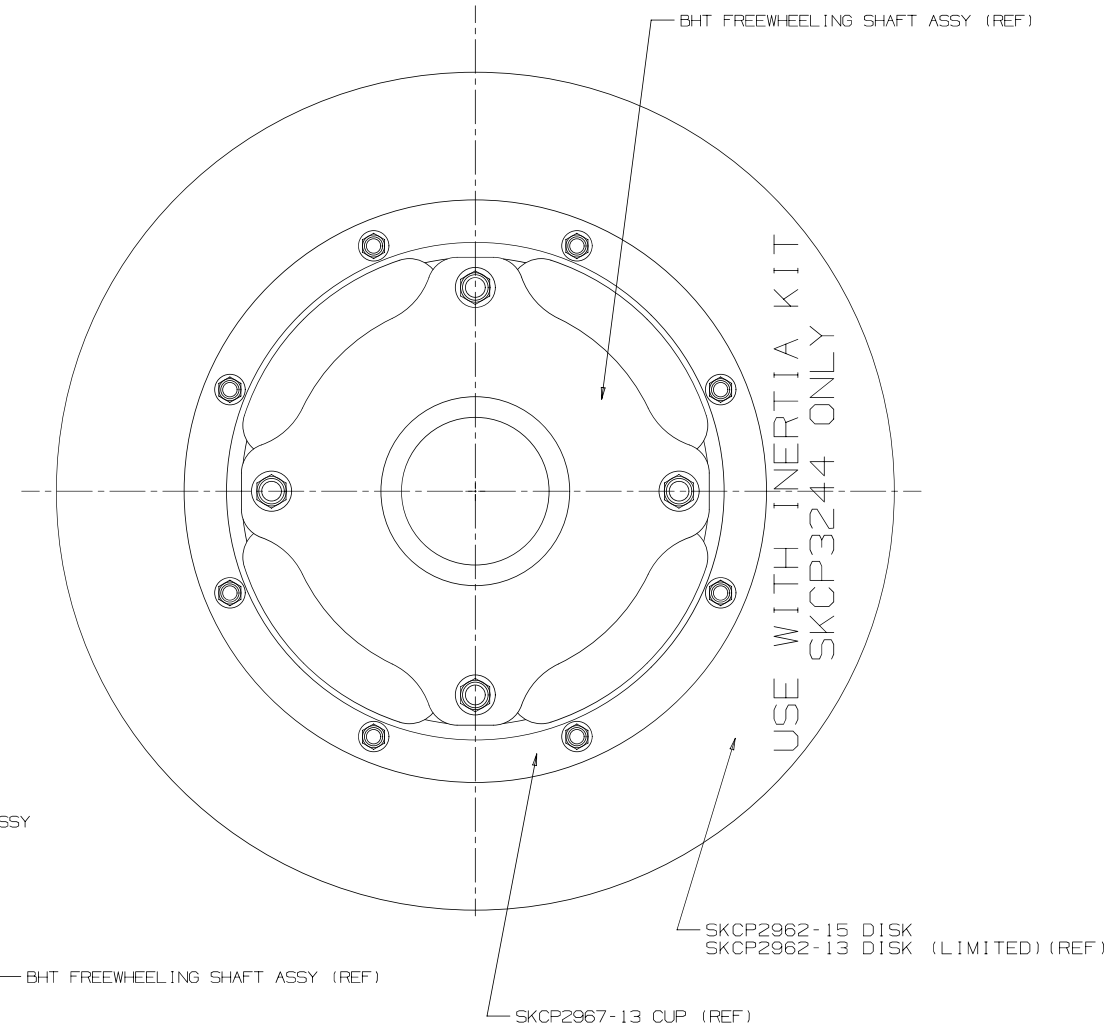
SIZE	CODE IDENT NO.		REV
D	50632	SKCP2782	F

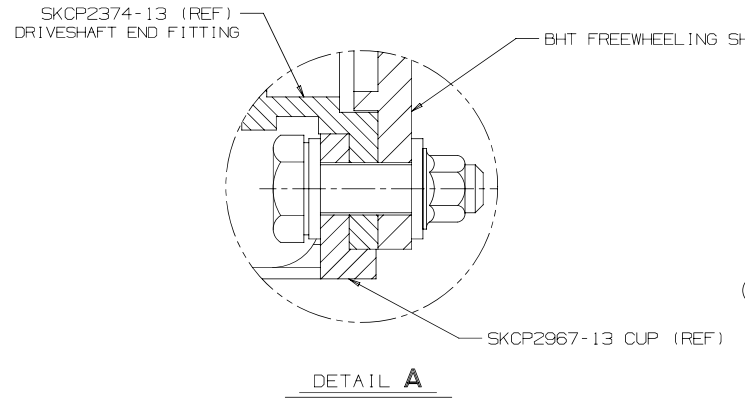
SCALE: SHEET 3 OF 3

W:\DESIGN\KAFLEX\SKCP3244-REVA.prt

REV	INCORP. BY	APPR. BY	DATE	DER	DATE	DESCRIPTION
A		JMP		LLD	04/15/02	1. ADDED SKCP2962-15. 2. ADDED LIMITED. 3. ADDED -3 INERTIA KIT W.M. 02/25/02
B		ML			1/22/15	1. ADDED "OEM APPROVED" 2. REMOVED SPECIFIED HARDWARE 3. REPLACED SPECIFIED TORQUE W/ REFERENCE TO OEM INSTRUCTIONS AJZ 1/20/15
C		ML 3-30-15				1. WAS MS21042L4 NUT 2. REMOVED MS21042L4 NUT FROM KIT 3. WAS TORQUE TO 50-70 IN-LBS AJZ 3/20/15







NOTES:

1. IF ANY OF THE FOLLOWING RIVETED TAIL ROTOR DRIVESHAFT (TRDS) BELL P/N: 206-040-383-101
   206-040-383-105
   206-040-387-103
   206-040-387-105
   206-040-387-107
   ARE INSTALLED ON THE AIRCRAFT, THIS KAMATICS INERTIA KIT P/N SKCP3244 IS NEEDED TO COMPLETE THE KAFLEX INSTALLATION.
2. THIS INERTIA KIT IS APPROVED FOR THE FOLLOWING BELL HELICOTERS MODELS NO.: 206A
   206A-1
   206B
   206B-1
   206B-III
3. USE THE HARDWARE SHOWN HERE TO INSTALL KAFLEX DRIVESHAFT SKCP2348-101 WITH THE INERTIA KIT.
4. CAREFULLY CHECK ALL ELECTRICAL LINES, FUEL LINES, HYDRAULIC LINES, AND BLEED AIR LINES FOR INTERFERENCE OR LOOSENESS. ROUTE AND SECURE ALL LINES IN ACCORDANCE WITH AC43.13-1A CHAPTERS 10 & 11.

				PART OR IDENTIFYING NO.	CODE IDENT NO.	NOMENCLATURE OR DESCRIPTION
1		SKCP2962-15				DISK
16	16	AN960-10L				WASHER
8	8	AN960-416				WASHER
8	8	MS21042L3				NUT, SELF LOCKING
C2						
8	8	AN3-5A				BOLT
4	4	AN4-7A				BOLT
1	1	SKCP2967-13				CUP
	1	SKCP2962-13				DISK (LIMITED)
-3						INERTIA KIT
A2 A3	-1	(LIMITED)				INERTIA KIT

				APPROVAL	SIGNATURES	DATE	TOLERANCES
				CHECKED BY	JMP	05/02/01	UNLESS SPECIFIED
				STRESS			DECIMAL (X.XX±.1 / X.XXX±.03 / X.XXX±.010)
				PROJ.ENG.	JBP	05/02/01	
				DER	LD	05/02/01	FRACTIONAL +/-.06
-1	——	206 A/B		CUSTOMER			ANGULAR +/- 30'
	NEXT ASSY.	USED ON	QTY				
	APPLICATION			SHEET 1 OF 1			

KAMATICS CORP.

DWG. TITLE: KAFLEX INERTIA KIT INSTALLATION

SCALE 1=1

DWG. NO. SKCP3244

REV. C

SECTION 8
WEIGHT & BALANCE

The KAflex Main Driveshaft retrofit has negligible effect on weight and balance of the helicopter.

KAMATICSRWG
Engineered Performance

Kamatics Corporation
1330 Blue Hills Avenue
Bloomfield, CT 06002, USA
+1 860.243.9704

FLIGHT MANUAL SUPPLEMENT FOR BELL 206A/206B KAFLEX DRIVESHAFT INSTALLATION

This supplement shall be attached to the flight manual for the Bell 206A/206B with SKCP2348-101 KAflex Driveshaft Installation in accordance with S.T.C. No. SH7767SW.

The information contained herein supplements the information of the basic flight manual. For limitations, procedures and performance data not contained in this supplement, consult the basic flight manual.

Approved: _____
Manager, Boston Aircraft Certification
Office
ANE-150

JUN 28 2006

FAA APPROVED: _____
REVISED: _____

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Engineered Performance

Kamatics Corporation
1330 Blue Hills Avenue
Bloomfield, CT 06002, USA
+1 860.243.9704

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT FOR BELL 206A / 206B KAFLEX DRIVESHAFT INSTALLATION

LOG OF REVISIONS

REVISION NO.	PAGES REVISED	REMARKS	DATE	APPROVED
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KAMATICSRWG
Engineered Performance

Kamatics Corporation
1330 Blue Hills Avenue
Bloomfield, CT 06002, USA
+1 860.243.9704

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT FOR BELL 206A/206B KAFLEX MAIN ROTOR DRIVESHAFT INSTALLATION

DESCRIPTION:
The KAflex Driveshaft Installation replaces an existing Bell main rotor gear driveshaft with a KAflex driveshaft.

SECTION 1 – Operating Limitations

Weight/CG Limitations

Actual weight and CG change with KAflex driveshaft is negligible.

SECTION 2 – Operating Procedures

Preflight Inspection:

1. KAflex Main Rotor Driveshaft
   a. General Condition – CHECK for broken, loose and missing hardware
   b. Flex Frame and Mount Bolt Torque Stripes – CHECK ALIGNED

CAUTION: DO NOT ATTEMPT TO RE-TIGHTEN FLEX FRAME BOLTS OR NUTS IF LOOSE. REMOVE FROM ROTORCRAFT AND RETURN TO KAMATICS CORPORATION.

JUN 28 2006

FAA APPROVED: _____
REVISED: _____

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Specialty Bearings & Engineered Products

COMPONENT NAME:
PART NUMBER:
SERIAL NUMBER
PAGE OF

KAFLEX DRIVESHAFT
HISTORICAL SERVICE RECORD

INSTALLATION DATA						A/C HOURS SCH. FOR O/H RETIRE	REMOVAL DATA				
DATE	INSTALLED ON A/C NO.	BY (ACTIVITY)	INSTALLED AT A/C HRS.	COMP. HRS.			DATE	REMOVED AT A/C HRS.	COMP. HRS.		REASON FOR REMOVAL
				SINCE NEW	SINCE O/H	HRS. / DATE			SINCE NEW	SINCE O/H	

TECHNICAL DIRECTIVES AND HISTORY OF OVERHAUL

DIRECTIVE NUMBER IF APPLICABLE		TIME/DATE EFFECTIVITY	DESCRIPTION	COMPLIANCE	
				BY (ACTIVITY)	DATE

1,500 HOURS INSPECTION, 6,000 HOURS INSPECTION, AND ANY OTHER REPAIRS / MAINTENANCE PERFORMED ON THE DRIVESHAFT MUST BE RECORDED ON THIS HISTORICAL DATA CARD.

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COMPONENT NAME / PART NUMBER	SERIAL NUMBERS	ORIGINALLY PLACED IN SERVICE	INSTALLATION DATA		SCHEDULED REMOVAL	REMOVAL DATA		
			ACCULULATED TIME ON ASSEMBLY OR PART		DATE	DATE	ACCUMULATED TIME ON ASSEMBY OR PART	
		DATE COMPONENT HOURS	SINCE NEW (HRS)	SINCE OVERHAUL (HRS)	COMPONENT HOURS	AIRCRAFT HOURS	SINCE NEW (HRS)	SINCE OVERHAUL (HRS)
NAME:								
NO.:								
NAME:								
NO.:								
NAME:								
NO.:								
NAME:								
NO.:								
NAME:								
NO.:								
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